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5. About 50 MIG-15 aircraft, painted silver-gray, have been seen at the airfield. Out of these, there are always at least three groups of eight aircraft arranged in rows left on the ground. The groups start at the east end and run along the northern side of the runway. All the aircraft are turned to the west. Every group of eight aircraft has attached to it one Red Cross ambulance, one Tatra-128 repair workshop truck, one tank-truck (about three tons), one tractor and two semitracked Skoda jeeps, lined up from the easternmost aircraft in the row to the north, towards the highway. The distance from the first machine in the group of auxiliary vehicles to the next row of aircraft is about 40 meters. The second and third groups of aircraft have similar groups of auxiliary vehicles attached to them. Thus it is possible to ascertain from the number of formations of these auxiliary vehicles that there are always at least five groups of aircraft attached to the airfield.
6. In October 1953, a large number of MIG-15 jet aircraft, stretching from the east end of the runway up to about half of its length, in several rows, were observed at the airfield. It was very difficult to estimate the number of aircraft since they were so numerous, but there must have been at least 200 of them. Being reddish-brown in color, they were fundamentally different from the usual gray-blue aircraft stationed at the airfield. During this time there were no gray-blue aircraft seen on the airfield. The reddish-brown aircraft then disappeared within two days, but they must have stayed hidden somewhere at the airfield because the population in the surrounding areas did not hear the planes take off. Such a large number of aircraft could not take off unobserved.
7. In autumn 1953, the military administration in Chomutov (N 50-27, E 13-26) took over 100 living units for airfield officers. The North Bohemian Lignite Mines, National Enterprise, is building about 250 new houses also at Chomutov; half of these are to be reserved for officers. The town of Most was to evacuate 200 apartments for officers, Zatec 100 apartments. Smaller towns like Louny and Postoloprty also had to make available a certain amount of housing. The officers and other airfield personnel are brought to the airfield by military buses (Skoda-Avia). The law about permissible sizes of apartments (limiting a childless family to not more than one room and a kitchen) does not apply to the armed forces, and many childless officers are living in larger apartments than they would be allowed to occupy if they were civilians.
8. A two-member guard armed with submachine guns patrols the length of the airfield along the Postoloprty-Chomutov highway. There are also several guards with the guard commander at the main entrance to the airfield. In 1954, a small one-story building, 6 x 4 meters, was put up at the east end of the airfield, probably to be used as a guard post for the eastern part of the airfield, which is not yet fenced in. Another two-member guard patrols the Postoloprty-Zatec highway. During the night patrols each guard has a dog and the number of guards probably is increased.
9. Notices at the crossroads in the vicinity of the airfield forbid anyone to stop on the road. In addition to these, signs were put up along the airfield, written in red on a white ground, which read "Military Zone- No Photographs - Stop When Challenged".

Legend to sketch of Zatec Airfield

1. Fence, wire net on concrete poles, barbed wire on top.
2. Belt of bushes and trees, newly planted to prevent observation of the airfield.
3. Railroad line branching off from the Postoloprty-Zatec line and leading into the northeast part of the airfield; it divides there into three lines. The northern track, built in July 1954 and ending at a loading ramp about 30 meters long, runs along the fence. The middle track leads into the area of hangars. Five to eight tank cars arrived daily on this track. The southern track leads into the smaller hangar.

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4. Runway, concrete, extending from northeast to southwest. The east end is about 200 meters south of the Postoloprty-Chomater highway; the west end about 400 meters. The length of the runway is about 2,700 meters, the width about 300 meters.
5. Searchlight, powerful, installed on rising ground.
6. Taxi strips, cannot be well observed from the highway.
7. Row of lights along the outer sides of the runway, a thick band of penetrating yellow lights visible from a considerable distance. These lights and the searchlight are automatically switched on for take-offs and landings during the night.
8. Two large hangars built in 1949. They are about 100 meters south of the western end of the runway; each is about 100 meters long, 50 meters wide and at least 25 meters high, with vaulted roofs and sliding doors. East of the hangars is a smaller building, purpose unknown.
9. Two smaller hangars built in 1953, on the north side of the east end of the runway. Both hangars are brick, about 50 x 25 x 10 meters each. The roofs slope down towards the highway.
10. Probable repair shop, a rather smaller building, with factory-type windows and a sloping roof. Another still smaller building is east of the repair shop.
11. Control tower, probably a temporary one, built of wood, about 30 meters high and about 50 meters from the runway. It has a flat glass roof.
12. New building, about 50 x 25 meters, brick, one story only, built in 1954; it has large windows divided by metal frames into small panes.
13. New construction which began in March 1954. Two cone-shaped, reinforced concrete buildings, about 70 meters in diameter. The tops of the cones are about 2.5 meters above the ground; the cone-shaped roofs pass into straight concrete walls about 1.5 meter above the ground surface. In July 1954 the general framework looked complete from the outside and the surroundings were filled in with earth and laid with turf.
14. Supply depot, finished in May 1954, at the end of the northern railroad track. Brick building, slightly raised above ground because it has a loading platform on the north and west sides; the building is 30 x 20 meters.
15. Parking ground for trucks; about 30 trucks, mostly five-tonners (approximately half of them Tatra 111), also some wreckers, tank trucks, and special scooping and tipping trucks.
16. Main entrance; a guard room is at the side of the gate.
17. Radio station; wooden building, 8 x 8 meters, fenced off by a wire. A triple aerial about 25 meters long is fixed on two wooden masts 20 meters high. The crew consists of about 10 men in Air Force uniforms.
18. Sports ground, about 250 meters long and 150 meters wide.
19. Three new buildings under construction since spring 1954. They will be about 70 x 35 meters. By the shape of the windows, the buildings will be probably used for administrative purposes.
20. Drainage tank, concrete, 70 x 50 meters, usually empty.
21. Airfield water works; it contains pumps and engines and supplies the water by pressure.
22. PTP camp, built in 1954, contains two wooden huts, 25 x 25 meters.

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23. Temporary airfield offices in three temporary wooden huts, about 70 x 30 meters.
24. "Nova Hospoda" farm buildings, now belonging to the Air Force.
25. Tanks, some on the railroad cars, some on the ground (about six pieces, each five meters in diameter and 25 meters long with two openings of one meter in diameter on one of the end surfaces).

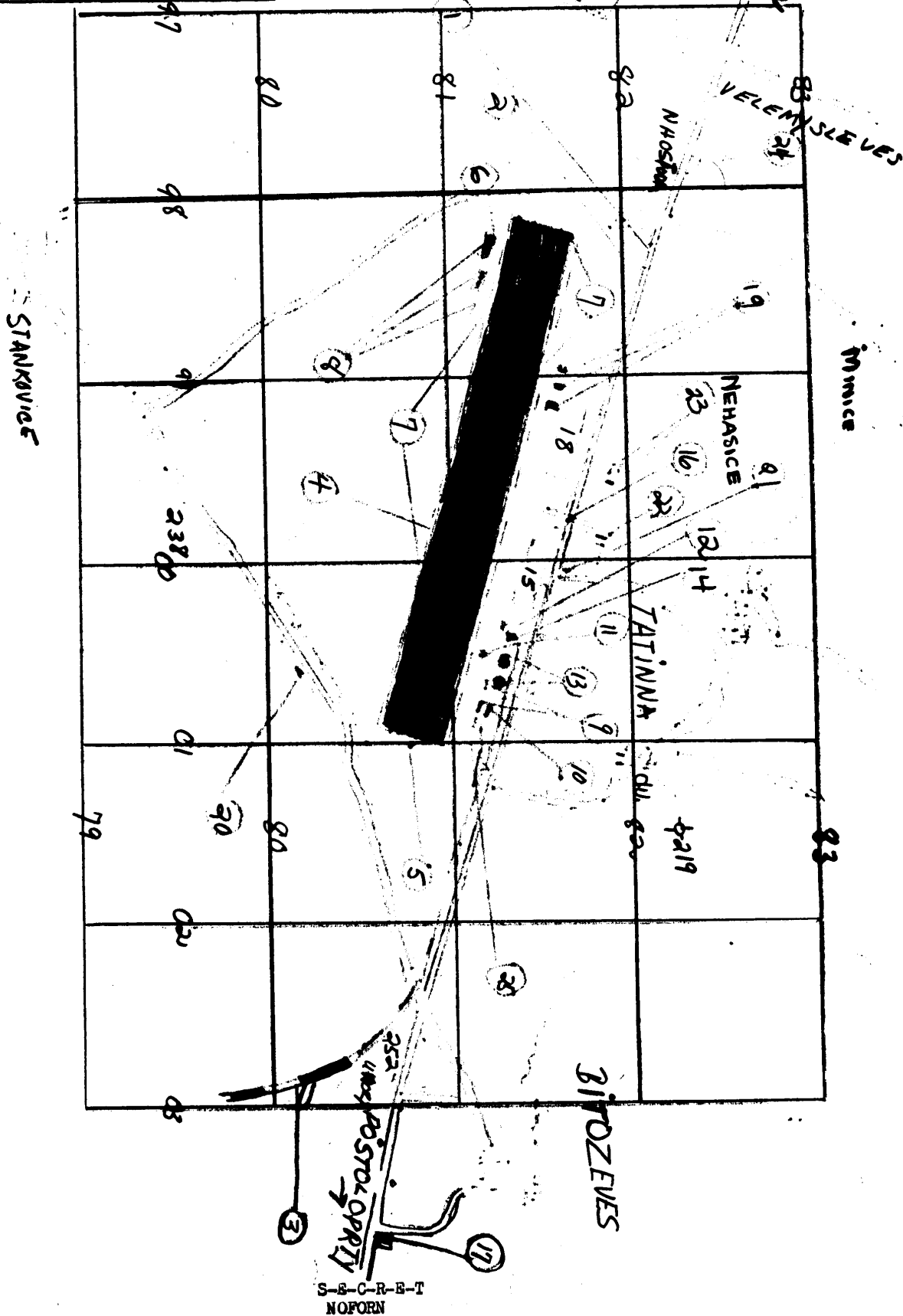


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